

INSTRUCTION BOOKLET

MONACO GRAND PRIX™



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NINTENDO 64



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CONTROL STICK FUNCTION

The Nintendo 64 Controller contains a Control Stick which uses an analog system to read the angles and direction of its movement. This allows subtle control that is not possible using the conventional + Control Pad.

When turning the Control Deck power ON, do not move the Control Stick from its neutral position on the controller.



If the Control Stick is held at an angled position (as shown in the picture on the left) when the power is turned ON, this position will be set as neutral. This will cause games using the Control Stick to operate incorrectly.



To reset the neutral position once the game has started, let go of the Control Stick so it can return to its center position (as shown in the picture on the left) then press start while holding the L and R Buttons.

The Control Stick is a precision instrument, make sure not to spill liquids or place any foreign objects into it.

STARTING THE GAME

- 1- Set up your Nintendo® 64 Control Deck according to the instructions in its Instruction Manual. Make sure the power is OFF before inserting or removing a Game Pak.
- 2- Insert the MONACO GRAND PRIX™ Game Pak.
- 3- Insert the Nintendo® 64 Controller and turn on the Nintendo® 64 Control Deck.
- 4- Follow the on-screen instructions to start the game.



INTRODUCTION

The Grand Prix de Monaco™ - the classic circuit on the championship program where absolute consistency and precision are the only route to victory. It is considered the most difficult circuit to overtake and the ultimate test of precision high-speed driving.

The nature of the circuit puts a premium on driver skill. Many times, outstanding drivers in sub-par race cars have triumphed over rivals in more powerful, faster machines. Many drivers who did not understand this concept have crashed into Monaco's many barriers - and subsequently lost.

This is the spirit we have worked hard to instill in Monaco Grand Prix™ - prepare yourself for the ultimate racing experience.



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CONTROL SUMMARY



Default driving controls:

Steering left/right	Control Stick
Acceleration	A Button
Brake	B Button
Gear up	Right Button
Gear down	Z Button
Change view	C → Button
Rear view	C ↓ Button
Change display	C ← Button

To change this configuration, go to CONTROL CONFIGURATION in the OPTIONS menu.

GAME MODES

1. ARCADE

There are 2 different car behavior types with several game modes available. If SIMULATION is chosen, you may progress through 3 skill levels: AMATEUR, PRO and EXPERT (see RACE OPTIONS).



2. EDIT DRIVERS

In the main menu, select the EDIT DRIVERS option to change the drivers' names. Use the A button on the control pad or control stick to select the driver whose name you want to change. Then select each letter using the A button. Press on DONE when you are finished. **Modifications to drivers' names are automatically saved on the Game Pak.** To return to their original names, press RESET for each driver.



3. SINGLE RACE



In this mode, you can experience a fully simulated race on any of the 16 different tracks. Remember that you are driving a car that has realistic characteristics and realistic behavior, so good driving in this mode is necessary to do well. You have the choice of qualifying or not. If you don't, you will start at the end of the starting grid.



4. CHAMPIONSHIP

This is where you experience the trials and tribulations of a full-fledged Grand Prix season with all 16 circuits.

There is a point system where placings in the Championship are based on final positions for each Grand Prix race.



Points are allocated as follows:

- 1st place:10 points
- 2nd place:6 points
- 3rd place:4 points
- 4th place:3 points
- 5th place:2 points
- 6th place:1 point

Points acquired in a Grand Prix are accumulated from one Grand Prix to the next; the winner of the championship, who earns the title of World Champion, is the one who has accumulated the most points by the 16th Grand Prix. At the same time, all teams are also fighting for the Constructors World Championship. Each team has two drivers. To calculate team results, both drivers of each team must add their points.



Practice runs

You are placed directly on the track and you're ready to go. Your performance is timed once you cross the starting line. You can switch the view at any time by pressing the C → button (default configuration). To modify your car setup, you can enter the pits directly or press the Start button and select GARAGE. This option will be helpful since the free session is the best moment to get your car ready for qualifying.



Qualification

At the end of this session, a ranking order is established that will be used to determine the positions of the players on the starting grid for the race. The qualifying session works the same way as the practice runs. The faster you drive, the better your place on the starting grid!

QUALIFICATION SESSION			
DRIVER	Best Lap	Best Lap	Best Lap
1. J. HANSEN	1:22.101	0.811	3
2. J. HANSEN	1:22.141	0.811	2
3. J. HANSEN	1:22.428	1.309	3
4. J. HANSEN	1:26.942	1.047	2
5. J. HANSEN	1:26.970	1.048	2
6. J. HANSEN	1:27.346	2.346	3
7. J. HANSEN	1:27.397	2.294	4
8. J. HANSEN	1:27.450	2.347	4
9. J. HANSEN	1:27.450	2.347	4
10. J. HANSEN	1:27.450	2.347	4
TIME REMAINING 00:20			

Race

You're on the starting grid. It starts with an external view of the cars on the track. The starting grid is displayed as the camera zooms in closer. You may skip this phase by pressing the A button. To get a good start, you must wait until the red lights turn off.



Entering the pits

Once you are on the track leading to the pit, a dialog box is displayed in the top middle of the screen. Before entering the pit lane, make sure your team is available (green light on the top screen while you are racing). This warns you that the mechanics are ready to work on your car (type of tire, amount of fuel and wing repair). Once you have decided what you want, press OK at the bottom (A button) of the menu. When the mechanics have finished their job, accelerate in order to get back on the track. In the pit lane, your car is steered automatically. Once out of the pit lane, you'll control it again.



5. CAREER

(This is available only in SIMULATION mode). In CAREER mode, you will experience the career of a professional racer. By selecting this game mode in the menus, you can choose whether to start a new career or load what you saved before, where you can continue your career progression (Control Pak needed).

The goal of this mode is to win the championship. To start a new challenge, enter your name; you will then be offered a contract from one of the 11 teams. By

accepting it, you will begin your first season with this team.

Depending on your performance during a season, you may or may not be offered a new contract at the end of the season. Of course, if you perform well, you can reach top teams and expect better and better results. Will you be a part of the Hall of Fame?



6. TIME ATTACK

This mode is dedicated to players who are trying to break lap records.

In order for the player to do this, the car is indestructible, there is no fuel consumption and the tires do not wear out. You can drive for as long as you like, improving your time as you cover the laps.

Free-Run

You start before the starting line, so that you can cross it at top speed. As soon as you cross the line, the stopwatch is activated.

You will continue driving until you hit START. If you manage to beat the circuit record time, the records and background information for this lap can be saved to the Control Pak.



7. DUAL

Dual mode is a multiplayer mode. Two players can compete against each other on the circuit of their choice. In this mode, you win or lose. You can choose your driver and try to beat your friends by accumulating victories. There are two ways of dividing the screen: horizontally or vertically. To choose one, select RACE OPTIONS in Dual mode.



Catch Up

Switch this on to even out player performances in dual mode. When on, players lagging too far behind their opponent are assisted to even out the race. Only in Dual Mode.

Before beginning the race, each player can adjust his car's settings. Thus you can pick the best settings to try and beat your opponent!

8. IN GAME SAVES

Saving to the Controller Pak

Car configurations, race results, career results, race records and championship results must be saved to the Controller Pak. Saving is performed by highlighting the save button and pressing A.

Saving to the Game Cart (4K E² ROM)

The Hall of Fame, changes to pilot and team names and changes to game setup (such as controller configuration) are saved directly to the cart. The Hall of Fame is accessed after a player wins one season and completes 10 seasons in career mode.



MAIN MENU GUIDE

In the main menu for each game mode, the player is given the following information about the race:

- the game mode
- the team's name
- the driver's name
- the circuit selected
- the number of laps



If the default selection does not suit you, you may change these choices using the options in this menu.

1. TEAM/DRIVER

In the TEAM/DRIVER menu, you must first select a team using the control pad or control stick (right/left). Eleven teams are available and are classified according to their strengths and weaknesses. To choose a driver, select the DRIVERS option and pick a driver in the same way. There are 2 pilots available for each of the 11 teams. Once you have selected a suitable team and driver, press the A button to return to the GAME MODE menu. To change a driver's name, select EDIT DRIVERS in the main menu.



2. CIRCUITS

You can also choose the circuit you want to race on. The process is the same as described above. Use the control pad or control stick to toggle through the names of the circuits (left/right) and select the one you want using the A button. Sixteen of the most prestigious circuits are available. You cannot choose your circuit in the Championship and Career modes, since the challenge is to race for one or several whole seasons.

Also in this manual are diagrams of each circuit. These diagrams contain information such as the maximum speed you can reach in each straight, suggested gear for most bends, and the G-force of each bend.

3. OPTIONS

Several of the game's settings can be changed in the OPTIONS menu. You can modify four types of settings: the RACE, CONTROL, SCREEN and SOUND settings. In these pages, use the control pad or control stick (up/down/right/left) to toggle among the settings.



Race options

The following are the possible race options:

- Skill level: amateur, pro, expert
- Weather: sunny, rainy, random
- Number of opponents: 1 to 21
- Damage: none, average, realistic
- Length of the race:
10%, 25%, 50%, 75%, 100%
- Penalties: on/off
- Speed Unit : Km/h - Mph

Use the control pad or control stick to make your selection. Then, select DONE using the A button to exit.

The flags



Yellow Flag - There is a dangerous situation on the track



Green Flag - The track is clear



Black and White Flag - You have been unsportsman like. Reasons for receiving the Black and White flag include, but are not limited to: taking a shortcut or blocking the track for more than 5 seconds but less than 10 seconds. Receiving this flag adds ten seconds to your total time at the end of the race



Black Flag - You have been expelled from the race for unsportsman like behavior. 2 shortcuts or blocking the track for more than 10 seconds will lead to the black flag



Checkered Flag - The race is over

CAR SET UP GUIDE



1. TRANSMISSION

Choose between manual and automatic transmission. The computer will make the optimal gear change if automatic is

selected. There is a gear shift light in the lower right hand corner of the screen, shift before it changes from green to red.

2. GEARBOX RATIOS



Gearbox ratios must be adjusted for each track. The sixth gear box influences the car's maximum speed. For sixth gear, the longer the ratio, the faster the maximum speed, but the lower the acceleration. Lower sixth gear ratios mean faster acceleration but lower maximum speed.

First gear should be set so the car may safely take the slowest curve at the highest revolution. Ratios 2 through 5 should be set after and between the first and sixth.

3. STEERING

The ratio between the steering lock and the wheel lock angle. Adjust this ratio to enable quick turns in a track's sharpest turn.

Note: The higher the wheel lock angle the faster tires will wear.

4. BRAKE BALANCE: FRONT/REAR

For the best performance of the braking system, set the brake balance carefully. If you have difficulty braking when entering a turn (understeer) adjust brake balance to favor the rear. If the car seems unstable and is prone to spinning wildly out of control, brake balance must be directed to the front.



Understeer

A car understeers when a car's front four tires lose their grip on the road. To regain

control of a car that is understeering, release the accelerator and brake lightly.

Oversteer

Oversteer occurs when a car's rear tires lose their grip of the road. Oversteer will cause the car to spin out of control. If your car begins to oversteer, the only remedy is to press lightly on the accelerator.

5. AERODYNAMICS-WING ANGLES



The front and rear wings of a car create downforce that prevent the car from flying out of control at high speeds. They also provide more grip in sharp turns by increasing the vertical load, but also lower top speed by increasing drag. For circuits with many turns and bends (Monaco, Budapest), set the wing angle high for a tight grip of the road. For faster circuits with long straights (Monza, Hockenheim), set the wing angles low for higher speeds.

6. FUEL LEVEL



The more fuel you carry, the heavier your car. A car with a heavy fuel load will accelerate slower, take longer to brake and will have a slower maximum speed. Fuel consumption is influenced by driving style - the faster you go the more fuel you will consume.

7. TIRES



The quality of tire greatly influences the performance of your racer. Soft tires grip the track very well, but wear quickly - hard tires last longer but have a weaker grip.

8. SUSPENSION



Your car's suspension is comprised of springs, anti-roll bars and dampers. Springs control pitch and roll. Pitch is how the weight of the car shifts backward and forward while accelerating and braking. Roll is how the weight of the car shifts left and right when turning. The firmer the springs the less pitch and roll the car will experience. Softer springs allow the car's

suspension to absorb bumps easier and allow better tire traction in turns.

9. RIDE HEIGHT



Ride height is height of the car measured from the front and rear axes.

Lowering the car's ride height lowers its center of gravity, reducing pitch and roll. Lowering ride height raises downforce without increasing drag.

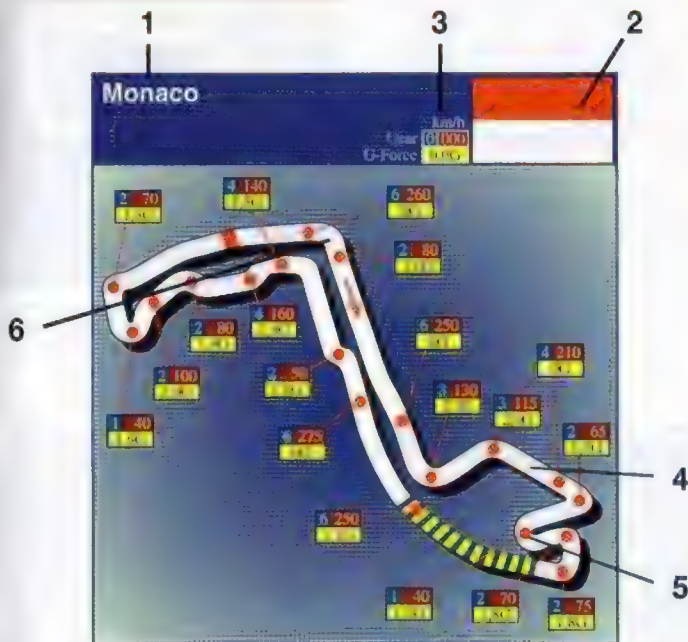
10. CONCLUSIONS

Many factors influence the ability of your car to take quick turns, accelerate, brake and reach high speeds. Many settings that affect speed influence your ability to brake and make hairpin turns - other factors that affect speed can affect your car's durability during long races - causing more frequent pit stops. Some settings at maximum and minimum have only positive effects on the car's ability to brake, accelerate and take sharp turns - sometimes all at once. Monaco Grand Prix's simulation mode has been designed to allow you to configure your racer for your optimum performance.



THE CIRCUITS

LEGEND



1. Track Name
2. Country Flag
3. Legend



Safe Speed for Curve

G-Force of Curve

Suggested Gear for Curve

4. Straight: A long section of track without curves
5. Chicane: An extremely abrupt turn in the track
6. Curve: A gradual turn in the track

GERMANY

This circuit is unique and exciting. Several long straights are joined by three chicanes. A series of bends follows before the pit straight, completing the lap. The secret of this circuit is to minimize downforce yet keep enough to maintain control through the chicanes. The circuit is deceptively simple. However, it requires a large amount of experience to balance the car. You need determination and unswerving confidence to drive at 350 kph between rows of trees.

Diagram:	Strategy:
Length: 6823 m	Stops: 2 or 3
Laps: 45	Tires: soft
Total distance: 307.035 km	



GREAT BRITAIN



Diagram:	Strategy:
Length: 5140 m	Stops: 1 or 2
Laps: 59	Tires: soft
Total distance: 303.26 km	

This circuit is the drivers' favorite. It starts with a curved starting grid followed immediately by the first corner: Copse corner. The best drivers combine speed and trajectory to shoot out of Chapel and reach maximum circuit speed at the end of Hanger Straight before taking the blind Stowe corner in 4th. The Club bend requires gentle acceleration. Finally, Brooklands and Luffields, a tricky sequence taken in 2nd until Woodcote corner, then up to maximum speed, except when it's raining, which is often. It's a demanding circuit that requires concentration.



ARGENTINA

Located south of Buenos Aires, this track's layout is quite similar to that of a go-cart circuit. Its tight corners make it nearly impossible to pass other drivers. This circuit's rough pavement causes soft tires to wear quickly; its many bumps have caused numerous cars to spin wildly out of control. Maximum grip is necessary so wing angles must be set as high as possible. Chassis must be flexible to absorb the many bumps. Remember: overtaking on this circuit is not easy!

Diagram:	Strategy:
Length 4257 m	Stops: 2
Laps 72	Tires soft
Total distance: 306.504 km	



AUSTRALIA



Diagram:	Strategy:
Length 5302 m	Stops: 1 or 2
Laps: 58	Tires: soft
Total distance: 307.516 km	

This circuit is famous for long fast bends and tricky chicanes. It is bumpy and dusty, needing an intermediate chassis setting to ensure good stability while braking. Downforce should be close to maximum. Note that some corners are blind and concrete walls are never far away. There are two hotspots: the first chicane after the start, and the follow on from the big bend on the opposite side to the pits.

AUSTRIA

The new Austrian circuit is very different from the old Österreichring circuit. Even so, it's a fine circuit for drivers and produces breathtaking races where there are many lead changes, especially during the Remus Kurve. This circuit requires intermediate downforce settings to produce the best compromise between the very fast sections of the track and its extremely slow bends. Here, good general car balance is very important.

Diagram:	Strategy:
Length: 4323 m	Stops: 2 or 3
Laps: 71	Tires: soft
Total distance: 306.933 km	



BELGIUM



Diagram:	Strategy:
Length: 6967 m	Stops: 2
Laps: 44	Tires: soft
Total distance: 306.548 km	

The Belgian race is a driver and fan favorite. This circuit is very challenging: high speeds, hard braking, tight corners and fast bends. Straight after the starting line comes the Source hairpin. This bend is very tight and is negotiated in 1st at 60 km/h before plunging into the track's star attraction: the Eau Rouge/Raidillon sequences. There are other strong points to this circuit, like the long, gentle, but tricky Pouhon bend, and the fast Blanchimont bend surrounded by trees. The difficult chicane called the Arr't de Bus leads to the finishing line.



BRAZIL

Despite its bumpy surface, this track is a favorite of drivers. It's also the only circuit where the cars travel counter-clockwise. Cars set-up well for this track have a good compromise between ride height and suspension. The downward sloping bend Curva Senna, which follows the pit straight, is the most difficult to negotiate. It's the place where the best drivers make their move.

Diagram:	Strategy:
Length: 4325 m	Stops: 1
Laps: 72	Tires: soft
Total distance: 311.40 km	



CANADA

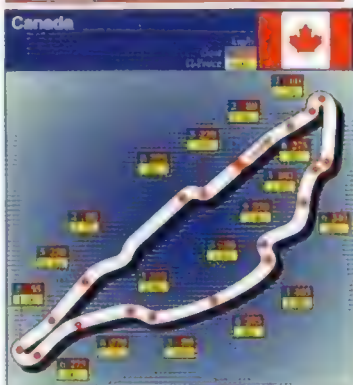


Diagram:	Strategy:
Length: 4421 m	Stops: 1 or 2
Laps: 69	Tires: soft
Total distance: 305.049 km	

This track's long fast straights followed by slow, tight corners make perfect car settings difficult to achieve. There needs to be a balance between fastest maximum speed and enough downforce to speed through corners and chicanes safely. The very long straight that leads to pit row is very demanding of engines and the way the chicane that follows is negotiated is important. It's a right/left, then right up against a wall on exit to gain maximum speed.

SPAIN

This is a fast track with speeds averaging close to 200 kph. This track is very tough on the engine. Braking is harsh, especially at the end of the long pit straight. It's also one of the best places to try and overtake. The very abrasive surface of the track means that drivers have to make sure their tires don't wear out too quickly. The chassis setup must be flexible to absorb the numerous bumps. The engine needs to be flexible enough to enhance acceleration coming out of corners. Finally, sufficient downforce is needed to get through the sequence of three long fast bends.

Diagram:	Strategy:
Length: 4726 m	Stops: 2 or 1
Laps: 64	Tires: soft
Total distance: 302.464 km	



FRANCE



Diagram:	Strategy:
Length: 4247 m	Stops: 2
Laps: 72	Tires: soft
Total distance: 305.784 km	

This track offers some fine moments where pure driving skill is required. Many drivers enter the Estoril bend that follows the pit straight too fast and end up careening out of control into the gravel at the side of the track. This then leads into the fastest straight of the circuit. The surface of this circuit is very smooth, allowing ride height to be lowered, but the track is quite slippery. One last detail: the rather tricky winding entrance to the pits should be entered carefully. Optimal car setup for this race is not complex and can be found quickly.



HUNGARY

This circuit is slow with few straights and fewer opportunities to pass. It's considered tough. The absence of straights means drivers cannot lose their concentration making it a physical and tiring race. The right set up will include a lot of downforce. To stand a chance of winning, the driver must take the lead from the start, which is clearly easier if one starts the race in pole position. Either that or come up with a good strategy for overtaking in the pits.

Diagram:	Strategy:
Length: 3968 m	Stops: 2 or 3
Laps: 77	Tires: soft
Total distance: 305.536 km	



ITALY



Diagram:	Strategy:
Length: 5770 m	Stops: 1 or 2
Laps: 53	Tires: soft
Total distance: 305.81 km	

The Italian circuit is all about speed. It has the fastest track with an average speed per lap of 240 kph. Fast chicanes and bends break up the long straights. The same careful attention paid to downforce and engine settings in the German circuit should apply here. Most of the time the car is going flat out. The first sequence after the starting line is a fairly tight left/right/left, where collisions often occur. To avoid that risk, better to be one of the first to go through it.

JAPAN

After Belgium, Japan is considered to be the most attractive, technical, and well-designed circuit. The car needs to be able to go very fast in the long pit straight, but also have enough downforce to take the many fast bends. The fast tempo of the whole race requires perfect engine tuning. Hot spots of the circuit are the fast bend after the pits straight, and the magnificent sequence of S bends before entering a left-hand corner.

Diagram:	Strategy:
Length: 5860 m	Stops: 2
Laps: 53	Tires: soft
Total distance: 310.58 km	



LUXEMBOURG



Diagram:	Strategy:
Length: 4555 m	Stops: 2
Laps: 67	Tires: soft
Total distance: 305.185 km	

This is an interesting circuit with very varied straights and bends. It is laid out on quite hilly terrain, with the accent on driver safety.

Unfortunately it offers few possibilities for overtaking. As far as set-up is concerned, this circuit, with its frequent bends, requires a lot of downforce. Most of the bends are fast. Winning this race requires a place at the front of the starting grid and a good race strategy. Weather in this region is unpredictable.



MONACO

Le Grand Prix de Monaco™ is the most charismatic and famous of races. Snaking its way through the center of the town, the circuit is the season's shortest. The hot spots are Saint Devote, scene of many pile-ups, the Beau Rivage incline and the Massenet corner - here the barrier jumps right out at you. Next is a dark tunnel at maximum speed and out to the harbor chicane. This is followed by the Piscine Chicane, the La Rascasse hairpin, then the corner named after Anthony Noges, founder of the Automobile Club de Monaco. Settings must give maximum downforce, gentle suspension and a high ride height to minimize scraping.

Diagram:	Strategy:
Length 3367 m	Stops 1 or 2
Laps 78	Tires: soft
Total distance: 262.548 km	



SAN MARINO



Diagram:	Strategy:
Length 4930 m	Stops 1 or 2
Laps 62	Tires: soft
Total distance: 305.66 km	

This is a very technical circuit with long fast straights followed by tight, tricky corners. Drivers must remain alert at all times. The right balance between strong acceleration and tight corners are reached by setting intermediate downforce. However, the heavy braking calls for tight chassis settings.

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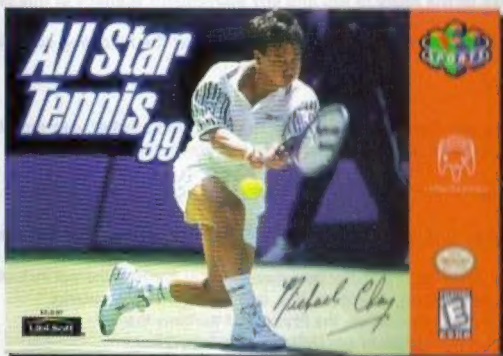
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